

MEMOS. FOR TO-MORROW.
Shipping

Fine New Season's CUMSHAW TEA, in
 5 catty Boxes.
 BREAKFAST CONGOU @ 25 cents p. lb.
 MILNER'S PATENT FIRE-PROOF
 SAFES, CASH and PAPER
 BOXES, at Manufacturer's Prices.
 Hongkong, December 1. 1883. 1043

their stay in Hongkong Harbour:—
 FROHLICH, German brig, Captain W. N.
 Möller.—Wickler & Co.
 JOSHUA NICHOLSON, Brit. steamer, Capt.
 G. Harrison.—Adamson, Bell & Co.
 NARENSK, American barque, Capt. A. B.
 Weeks.—Russell & Co.
 RAPHAEL, American ship, Captain J. W.
 Sherman.—Dundas Ladbak & Co.

6th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
Hongkong, March 11, 1884. 512

HARRY LYNCH,
Manager.
Hongkong, March 21, 1884. 509

United States, Canada, Peru, &c.,
which will be closed as follows :—
2.15 P.M. Registry ceases.
2.30 P.M. Post-Office closes.

the Artillery and Gun Lascars on the 4th
and the Royal Engineer and Army Hospital
Corps on the 5th.

passengers have all been saved; very little cargo is expected to be saved. The wreck will be sold where it lies. The mails also appear to have been saved, but have not yet arrived at Manila.

SHARE LIST.—QUOTATIONS.						MAR. 31, 1881.	
Stocks.	Nos. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Unpaid Dividend, Cash.
BANKS.							
HK. and Shanghai Bank.....	60,000 \$	125 \$	125 \$	4,063,361 \$	57,645.25	22.00 \$ 21.00 \$	125 \$ = \$281 1/2
INSURANCE.							
Nippon-China Ins.	5,000 £	200 £	50	71,1300 p. sh.
Yungtze Ins. Co.	8,000 £	25 £	25 £	50,000	...	18 %	71,141 "
Union Ins. Soc. of China Traders'	2,000 \$	1,250 \$	120 \$	600,000 \$	\$75,301.06	18.20	\$550 "
Insurance Co.	24,000 \$	83.33 \$	25 \$	630,000	107,411.65	22 %	\$74 "
C'lon Ins. Office	10,000 \$	400 \$	50	...	\$6,127.77	10 %	\$100 "
Chinese Ins. Co.	1,500 \$	1,000 \$	200 \$	100,378	\$3007.18	3 %	\$190 "
HK. Fire Ins.	8,000 \$	250 \$	50 \$	885,000 \$	285,231.00	\$20 %	\$340 "
China Nire Ins.	20,000 \$	100 \$	20 \$	510,978 \$	106,306.45	\$3.00 ann.	\$64 "
STEAM COMPANIES.							
HK. C. and M. S. S. S. S. S.	8,000 \$	100 \$	75 \$	215,000 \$	53,691.80	6 %	\$119 "
Indo-China S. Nav. Co.	120,000 £	10 £	10	Depreciation Fund.	Debit.	...	15 % dis.
China & Manilla S. S. Coy., Ltd.	3,500	\$100	all	...	do.	...	par.
MISCELLANEOUS.							
HK. & W'poo Dock	10,000 \$	125 \$	125 \$	18,000 \$	4,551.56	4 %	12 % prem. = \$177 1/2
Hong Kong Gas Co.	5,000 £	10 £	10	47,758.14 £	1,144.138	...	\$34 p. share
H'kong Hotel.	2,000 \$	100 \$	100 \$	30,000 \$	2,906.46	\$3	\$150 "
China Sugar Co.	9,000 \$	100 \$	100	...	6,022.704	7 %	\$104 "
H'kong Ice Co.	1,250 \$	100 \$	100	24,250 \$	543.83	\$10 %	\$145 "
H'kong Bakery	600 \$	50 \$	50 \$	6,000 \$	656.32	\$10 p. sh.	\$103 "
Luzon Sugar Co.	7,000 \$	100 \$	100	...	\$ 4,090.65	...	\$92 "
Perak Tin Mining & Smelting Company.	5,000 \$	50	all	...	First year.	...	\$215 "
Selangor Tin Mining Co. of Shanghai.	2,500 \$	100	all	...	do.	...	\$525 "
IOANS.							
Chi. Imp.	1874	6,276 £	100	all	8 %	Jan 30 Dec 31	...
" "	1877	16,040 £	100	all	8 %	Feb 28 Dec 31	...
" "	1878	3,893 TL	500	all	8 %	April 1 Oct 1	...
" "	1881	8,565 TL	500	all	8 %	Jan 1 Dec 1	par.
Sugar Debentures.	1880...	600 \$	500	all	8 %	June & Dec.	2 % prem.

Notes for 6 months to 30th June.—Dividend for 1880 and Bonus of 25 per cent.—2 To 30th April 1883.—4 To 30th June 1882.—1 For half year ended 31st Dec., 1883.—2 For 1883.

EDWARD GEORGE, Share Broker.

LUZON SUGAR REFINING COMPANY (LIMITED)

The second ordinary annual meeting of the shareholders in the above company was held in the offices of the General Agents (Messrs Jardine, Matheson & Co.) this forenoon (21st). Those present were—The Hon. W. Kewick (Chairman), the Hon. F. D. Sisson and Mr. D. Gillies, Consulting Committee; and Messrs. H. Dikio, A. G. Morris, J. Bull-Brink, K. McK. Ross, W. M. Morgan, A. G. Stokes, L. Flomming, J. C. de Cunha, and W. MacLean.

Mr. MacLean read the notice calling the meeting. The Chairman having read the report, which has already been published, said: "I do not think the accounts call for any special remark, and the report which I have read explains so fully the position of the Company, that I think hardly any words are necessary on my part to enable you to take a just view of the Company's position. I have pleasure in announcing that the water supply has been sanctioned, the paper sanctioning it having received the Captain General's signature, and the works in connection with the water supply are proceeding at this moment, in fact they have already been commenced three weeks. The financial arrangements are also in progress; and I have every reason to believe that when these works are completed, we shall see the refinery answer all the expectations that were originally formed concerning it. The present time is a period of great activity, and it is also a period of great progress. The working of every description of sugar that Manila produces is found practically with the alterations in use; and there is no reason to believe that we shall see other than satisfactory results with raw sugar at the low prices which at present prevail. I shall be happy to answer any questions that shareholders may wish to put to the chair concerning any matter whatsoever connected with the Company; but before I sit down I shall move the first resolution, viz., that the report and accounts as printed be adopted and passed."

Mr. Stokes seconded the motion. No questions were asked, or remarks made, and the resolution was carried unanimously.

On the motion of Mr. Morris, seconded by Mr. Dikio, and agreed to by the meeting, that Messrs G. R. Johnston and T. Arnold be elected auditors.

The Chairman—There is a vacancy on the Consulting Committee. I should be glad if the meeting will nominate a gentleman to fill the vacancy. The Committee having no one under nomination. If the shareholders are not ready to-day they can give the name of any gentleman they may desire to elect to the General Agents when the same will be laid before the meeting for their approval and sanction. Perhaps, that would be the better way, unless the meeting have some one selected. Failing any such nomination the Consulting Committee as at present exists will themselves nominate some one to the position.

No suggestion being made by any one present, the Chairman intimated that that was all the business and the meeting dispersed.

THE FRENCH MILITARY OPERATIONS IN TONGKIN.

(From our Special Correspondent.)

FALL OF BANHIN; RETREAT OF THE CHINESE. ADVANCE OF FRENCH TROOPS ON THAI-NGUYEN AND LANGSON.

Banhin, March 15.

The long awaited coup has been struck and Banhinh is in the hands of the French. But though the French soldier now occupies the house of the vanquished, and the French flag waves over the battlements of the citadel, no one is satisfied. The victory has been of the hollowest, the success the most empty. The well designed scheme for forcing the Chinese garrison to fight a decisive engagement, by closing their means of retreat, and thus striking a blow which should at once bring the Chinese Government to terms, has utterly failed, and the only result obtained is the removal of the theatre of operations, to the North, nearer the frontier, further from the base. The plan of hemming in the Chinese troops was certainly not an easy one to carry out, but it is probable that it might have been, at all events to a great extent, achieved, had General Negrier been well supported by his naval colleagues in command of the flotilla.

The original design of dividing the Hanoi brigade into two columns appears to have been abandoned and General Briere de L'Isle left Hanoi, accompanied by the Commander-in-chief, on the morning of the 8th inst. The whole of the troops comprising the 1st brigade were landed at a point a little below Hanoi and above Batang, and, after marching about nine miles, bivouacked for the night at a village called Noi-phu. It was intended that General Briere should have formed a junction with the 1st of General Negrier's brigade at Chi Marché, a village on the Canal des Rapides about half way between the Red River and the Song-cau, on the 9th, but the roads were found to be too bad and impracticable that General Briere was unable to carry out the programme. The night of the 9th was passed at the village of Ngao, close to the Haidong road, the 10th at Bou-quo, and it was not until the morning of the 11th that the column arrived at the banks of the canal, and then, not at Chi Marché but at Xua, a few miles below the appointed place of meeting. The march, thus far, had been almost entirely unopposed by the enemy.

General Negrier, in the meanwhile, left Haidong on the morning of the 7th and arrived at the advanced post of the Seven Pagoda the same day. On the 8th he pushed forward, the left wing of his column following the course of the Canal des Rapides, while the right rested upon the Song-cau. Two of the light draft gunboats, the *Trombe* and the *Edouard* ascended the canal with the left wing, but afterwards rejoined the flotilla on the Song-cau. The latter had

succeeded in forcing the first barrier on the river near Yon-ding, and it was here that the first skirmish with the enemy took place. Earthworks were erected close by the river with a few guns covering the approach, while the tops of some neighbouring hills were also entrenched and stockaded. The position was actually one of considerable defensive strength, but a very poor start was made by the Chinese troops occupying the post. A few shells from the gunboats soon settled the lower fortifications, while the garrisons of the hill forts evacuated their post and escaped in the direction of Banhinh on the marine fustiers advancing to storm the heights.

Owing to General Briere not arriving as expected, two days' delay in advancing then occurred. When, however, that General had crossed the Canal, on the 11th, General Negrier at once pushed forward towards Banhinh. The flotilla, which consisted of the *Pluvier*, *Lynx*, *Leopard*, *Asie*, *Edouard*, *Trombe*, and *Carabine*, and several launches and junks with provisions, left Yon-ding early on the 12th but were forced to stop a little higher up the river, at Langhien, by another barricade of stone and sunken junks. The Commodore of the flotilla, Captain Morel Beaulieu, was provided with torpedoes and other appliances, besides having plenty of coolies to employ in the removal of the barrier, but as far as I could see no serious effort was made to force or remove the obstruction until the next day, when it became known that General Negrier had pushed forward and occupied Banhinh on the evening of the 12th. The whole plan of cutting off the retreat of the Chinese rested upon the rapid advance of the gunboats to Lai-cau, the nearest point on the river to Banhinh, where a bamboo bridge across the stream connects with the Thai-nguyen and Langson roads. The commandant of the flotilla failed to force this barrier and thus when General Negrier arrived at Banhinh, after a little skirmishing with the enemy, who were posted on the fortified hills close to the town, he found the citadel evacuated by the garrison, the Chinese having crossed the bridge and retreated along the roads towards the northern frontier. A little opposition was met with at some of the outer fortified posts which surround Banhinh and it was here that the French forces sustained the only losses of any consequence which were suffered during the operations, these amounting in all to five killed, of whom two were officers, and about sixty wounded, most of them very slightly. While occupying the town and citadel, on the evening of the 12th, General Negrier sent forward a strong detachment of marine fustiers and chasseurs to Lai-cau, but they were too late to cut off the retreat of the evacuating force, as the last straggling bands of the Chinese army were seen crossing the bridge over the Song-cau as the French troops advanced. The greater part of them had however left the citadel twenty-four hours before the arrival of General Negrier's force.

At about 11 a.m. on the 13th the advance guard of the 1st brigade, accompanied by Generals Millot and Briere de L'Isle entered Banhinh, and the troops comprising this division continued to pour into the town and citadel during the afternoon. The town of Banhinh consists for the most part of one or two long streets, all the houses of which, as well as the buildings in the citadel, were entirely deserted, quarters were therefore easily found, even for the large force which accompanied the three generals. I had hoped to have entered Banhinh with General Negrier's staff, but the detention of the gunboats at the second barrier rendered this impossible, as *The Times* correspondent and myself were forced to get to the front by means of a native boat, accompanying the gunboats. On the 13th early, a portion of the barrier was broken down, and together with the small gunboat *Carabine* and the ambulance launch *Kiang-nam* we succeeded, after considerable difficulty in getting up to Lai-cau, whence we immediately marched on to Banhinh.

Lai-cau, the landing place for Banhinh, on the Song-cau, is only a small military station, and it was here that a number of the Chinese regulars were probably quartered. The road from here to Banhinh is a fairly good one, and winds between three hills of some hundred feet in height which were well fortified and would have given considerable difficulty in storming had the Chinese stood their ground at all. The town is of very much the same character as the village of Lai-cau, not an Annamite town at all, but simply a collection of soldiers' quarters. Outside, to the south-east, a semicircle of small detached forts have been erected, evidently recently, and here again a stand might have been made by the Chinese, had any real defence been attempted. When we entered the town the streets were crowded with soldiers. General Briere's brigade was then on its way in, and extended in a long line far out into the plain, the balloon, which had been used during the march, for taking observations, floating in the air a couple of hundred feet above the heads of the rear guard.

Near the entrance to the citadel we found the quarters of the Quang, or chief military mandarin, and, both here, and in some of the neighbouring houses, we saw quantities of ammunition, snifter cartridges and explosive shells. Numbers of Chinese uniforms, light blue and dark blue with red letters and facings, were lying about in all directions. Very little damage had been sustained by the buildings, as the town and

citadel had been occupied with little or no opposition. A few dead bodies of Chinese who had remained behind too long were to be seen both outside and inside the walls. These appeared to be, for the most part, either boys or old opium smokers. In all probability about forty or fifty Chinese were killed at the taking of the place. The three Generals took up their quarters in the citadel in the large building which goes by the name of the King's Pagoda.

With the exception of a few Annamite coolies and old women, no inhabitants were to be seen, though I was informed on good authority that there had been a few days before, not less than 25 thousand men in and around the place. Of these some ten or twelve thousand were Chinese regular troops, while the remainder were made up of Tonquinese and Chinese irregulars. I believe, however, that no Black Flags at all were among the garrison.

On the following day I saw three batteries of Krupp guns which were captured in the citadel. They were mounted for field service and were of about 2½ inches calibre. They were quite new and in good condition and looked as if a shot had never been fired from them.

On the 14th preparations were made for a forward move on the part of the troops, and at an early hour on the morning of the 15th General Negrier started from the other side of the river with a force of about three thousand men on the road to Langson, while General Briere de L'Isle with another column of about the same strength set out on a march to Thai-nguyen. I was informed by General Millot, who remained in charge of Banhinh, that it was intended to occupy Thai-nguyen at once, but that General Negrier would not probably, for the present at least, go on to Langson, which is some eighty miles from Banhinh, but was to make a reconnaissance in force to see if the retreating Chinese army would make a stand on the road to the frontier. The General expected that no opposition would be encountered this side the frontier.

General Negrier, who occupied Banhinh alone on the evening of the 12th, and who has throughout the operations done his share of the work well and promptly, was naturally much chagrined at the failure of the river flotilla to get up to Lai-cau in time, as the plan for cutting the Langson and Thai-nguyen roads and forcing the Chinese troops to fight was thus entirely frustrated. Judging from the appearance of the barrier and the means at the disposal of Commandant Morel Beaulieu I believe that if a vigorous attempt had been made on the first arrival of the gunboats the position might have been forced and some, if not all, of the vessels, pushed on to Lai-cau in time to turn the retreating army. But pluck and energy were scarcely to be expected from the officer commanding the flotilla, who has on more than one occasion since last June, distinguished himself by an utter want of the qualities most necessary in a naval or military commander.

The question as to what will be done next, now that Banhinh is in the hands of the French, is one not easily answered. That Banhinh was garrisoned by a regular Chinese army, armed, equipped and paid by the Chinese Government, is now a matter proved without doubt, though it would appear probable that orders had been issued to the mandarin, commanding to evacuate the post. A march across the frontier into the valley of the West River is spoken of as possible, but this would certainly require a large additional force. If China cannot be brought to terms it will be necessary to establish a line of military posts from Langson to Luokai and a harassing border warfare would probably be waged for a year or two to come. It is intended to send an expedition up the Red River to the latter Black Flag post as soon as the rains will have rendered the upper waters navigable, which will probably be about July, and in the meantime, after Thai-nguyen and some strong position on the Langson road have been occupied, the French Government will probably send a claim for indemnity for the cost of the expedition. Whether China will pay the bill or fight openly will then remain to be seen. Unless she can put better men into the field and better officers to command them than those encountered at Banhinh it would be wise for her to pay up at once, as further and more costly operations would only bring up the total and would have to be paid in the end, either in territory or cash.

NOTES FROM THE METROPOLIS.

(From our Correspondent.)

London, Feb. 8th.

A gale of terrible severity raged throughout the United Kingdom from Saturday to Monday. It commenced to blow in London on the Saturday afternoon and the evening saw the streets entirely deserted. Some idea of the extreme character of the storm may be gathered from the closing at six o'clock of the Westminster Aquarium, the manager deeming the building unsafe for the admittance of the public. At the theatre the great gusts of wind and rain drowned the actors' voices. A train was blown off the rails, people were impelled by the force of the wind under the wheels of drays and cabs, chimneys were dashed into the streets, cabs were blown over, and there is little doubt that the strength of the storm was far greater than that experienced in any storm of late years. Weatherwise people have brought to their recollection the year 1853, when, in the first three weeks of January it was so mild that butterflies were seen, birds

built their nests and strawberries ripened. Then came a period of storms, followed by the most severe frosts and most tremendous falls of snow that could be remembered. This month of January has followed very closely that of 1853. A long array of accidents, shattered manufactures, and shipwrecks poured in on Monday from all parts of the country, and the record from the sea is yet unfinished.

Two prominent noblemen have lost their lives lately, and that unfortunate, the horse, was indirectly and directly the cause. Earl Grosvenor, her presumptive to the Duke of Westminster, returning from hunting, got a chill and in less than a week died from its effects. The young Earl was but 30 years of age. He leaves a wife and two children, one a boy, to mourn his loss. And that gallant old sportsman the Marquis of Hartford has breathed his last. He was riding a new horse, in the forest glades near Ragley Hall, his country seat, when the animal put its foot into a rabbit warren, or was seized with the staggers, or a fit, and, stumbling, threw his lordship and rolled over him with fatal effect.

Lord Grosvenor's funeral was conducted with the utmost simplicity by the Funeral Reform Association. The coffin was of plain deal, and a quiet, unobtrusive hearse conveyed it to the church. It is to be hoped the day is not far distant when the sable enshrouded undertaker's men, the nodding plumes, the wands and all the paraphernalia of woe, will be a thing of the past. When once this mortal coil is relinquished the more simple the obsequies the better. I sympathize with the Druid who has been so prominently brought to notice lately, and believes cremation should receive every encouragement. When shall we sensibly look upon our bodies as no further part and parcel of ourselves when our turn has come.

Moody and Sankey are over here, but their mission is exciting far less interest than on the occasion of their last visit. They have not, so far, approached the heart of the capital, holding meetings in the outlying suburbs. A lady who was vastly enthusiastic in their cause told me, however, they are drawing immense audiences and doing much good.

The Oxford crew for the Varsity Boat Race are at present as follows. Rindersley (Exeter) bow; Blandy (Exeter); Anshie (Oriel); Walwood (Exeter); Carter (Corpus); Hornby (Corpus); Taylor (Lincoln); Maclean (New) Curry (Exeter) Strokes. Humphries (Brisbane) Cox. The conveniences of the public has at length been considered, and a day fixed when the tide serves, so that the race may be rowed at ten o'clock.

Many people are becoming rather bored with Mary Anderson. Her photographs are everywhere, in every conceivable attitude, pose and posture, the newspapers interested in the supply of electrical goods indulge in columns of advertisements, every thing that is the thing to go after her beauty, which is of the most statuesque character, and she herself is not devoid of aims to keep pace with the universal worship. Her advent was propitious. Hospitality was felt for our American visitor more keenly because of the reputation given to popular English actors and actresses in the States. Her style of beauty is much the fashion just now and we were in want of a new sensation. Miss Anderson has the good sense to prefer England to America and intends remaining in the latter for the rest of the year. The newspapers may be gathered from the following—"The eye was gladdened by pictures of unsurpassable beauty, the imagination responded to the wealth of poetic suggestion, and the heart was stirred into a kind of tumultuous sympathy."

Lord Walsley, replying to the toast of the army at the Artists' Corps' dinner, on Friday night, gave reassuring testimony as to the condition of our forces. He drew a picture of how old officers, 33 years of age when he joined the army, amounted at the time they arrived at the barracks yard. He defended the short service system, pointing out how greatly it augmented the supply of raw material. Last year, they enlisted the largest number in the history of the British army, and he declared that the men who had enlisted of late years were as fine, if not finer, than any he remembered since he entered the service. At the present moment, including the 33,000 enlisted last year, per cent, were over 20 years of age, and 20 per cent, over 30. The army, he concluded, was as good as ever; its only fault was there was too little of it.

When the cable to be laid at the expense of Mr. Mackay and Mr. Gordon Bennett is completed, as it will be this summer, the route of the cable will be a very important one, as it will be the only one that will be broken up. If only Mr. Mackay would use his wealth and bring down the rates between England and the East, he would put money into his own pocket and confer an enormous benefit on Britishers on both sides. He has done this time and again. He has advertised "Life Preserving Umbrellas." The handle contains a concealed dagger, and it is specially recommended to the police of people living in the suburbs from the danger of the street ruffian or foot pad. "If I kill you, he said, but if you kill me it is murder, will be warning cry of the timid clerk wending his way through the wilds of Hackney these dark and starless nights. With the *Stoke Newington* and a dozen other metropolitan murders undiscovered, life in London cannot be considered as safe as it is ten thousand miles away.

It is resorted to an Epson addler to turn out far away the best amnack I have seen this year. It consists of a horse shoe with capital portraits of the principal jockeys, all in the colors of the owners for whom they ride. Archer is in the centre, sporting Mr. Lorillard's colors. As may be imagined the card is a mass of brilliant coloring. I could not help contrasting it with the almanack of the *Sportman*, printed in poor black ink, looking like a very indigent relation.

How are the mighty fallen. Old Tongue, the so-called white elephant, in addition to his familiar nickname is now being compared to the spotted elephant which used to do duty as Ashby's. He arrived at Euston, enveloped in canvas, and the crowd booed when they found themselves baulked of a private view gratis. Not a single paper can say a good word for his colour, and if Mr. E. M. says his £40,000 body he may consider himself very fortunate. If I paid to see a white elephant, and this parody on the pure colour come on the scene, I should feel inclined to do as the crowd did, foot. It would be as bad as paying to see Mrs. Langtry, and being put

off with the spotted lady. Mr. Sanderson has stated that there are hundreds of similar elephants in India, and has written in strong terms of the deception. As a last effort, Mr. Barham's representative here cabled to Calcutta and received a long description of what a superb white elephant should be, by wire. This he has sent to all the dailies with a challenge we all accept. He defies Mr. Sanderson to produce an identical beast from India, very carefully entering every particular, including £20,000 if it agrees in every particular (including colour of eye).

The visitors at the Zoo have scarcely increased, and another new reptile house out of the flocks of visitors does not look very imminent. Correspondence to the newspapers have not attempted to assert that £20,000 was never paid, £500 being much nearer the mark.

All will be glad to hear that Tompkins's works have been published by Macmillan & Co. The public now have ordered an entirely new edition of the complete work of the Laureate, thoroughly corrected by him. The price is 7s. 6d. This supplies a long felt want and will doubtless very largely purchased.

The Queen is denouncing servants' pretensions and publishing a very startling statement. A gentleman at Prince's Gate raised the wages of the cook, but sternly denounced the rag and bone dealers and other purchasers of kitchen stuff. The result was that the household bill, after a reduction of 547 per cent. This is only another example in favour of what I have always advocated. Pay your employees well and the money will amply come back to you by the increased attention given to your interests.

A self acting motor for driving the sawing machine has been projected by a Clerk-entire watchmaker, and it is now being brought up by a limited liability company. The board shows the names of the Managing Directors of the Army and Navy and Junior Army and Navy Stores, and it is apparent that the forming of the company and subscription of the shares will be an easy matter. The motor will drive a needle at the rate of a thousand stitches per minute, and any sort of work can be done by its aid, including sawing and beveling. It is contained in a small box no larger than the base of an ordinary sewing machine, and being simply of clock work, requires nothing more than winding up like a watch to set in motion. Mr. Whiteley has already ordered £5,000, and looks as if they would be very generally used. The price will be about half the price of a good sawing machine and the pedal arrangement being done away with the cost of a self acting machine is little more than that now paid. Ladies make a note of this improvement. It is a machine for the housewife, and with a much power at the termination of the run as at the commencement. A few turns of the handle will store up sufficient energy for an hour's work. I have mentioned above the full speed, but it can be made to work so slowly that bankruptcy is as easy as rather a slow play to play. Under this new law it is a dangerous thing for a firm to beg for delay, because a hint to any single creditor that engagements cannot be at once met, constitutes an act of bankruptcy. Messrs. Xump and Luck, Australian merchants, are asking for forbearance and time. They are reported to have assets equal to 30 shillings in the pound, at least were time only given for realisation. Unfortunately these assets are in the Colonies, while the bulk of the liabilities, amounting to £280,000, are here.

The machinations of London thieves show much ingenuity. It is necessary to keep a very open look-out to cope with them, or rather to avoid them. A large number of thieves sent his son every Saturday to fetch the week's wages for his hands. The money was always brought in a closed van, the son sat, having placed the cash in the interior. He drove straight from the bank to the warehouse, and upon his arrival the money had disappeared. The thieves had actually, in broad daylight, broken the window in the rear and abstracted £260. Another haul has been made, in all probability by the same gang. At Hendon Station the weekly wages chest disappeared, while the guard of the train was signing the way bill for the box from the other guard.

The walking tour of Weston, the pedestrian, is winding out its last length. He is now a great temporary man, and has collected 50 names of day with a lecture on the evils of alcohol wherever he has an audience. People will rush to any excitement, and he secures very fair "houses" wherever he speaks. Three judges accompany him everywhere, and their task is to prevent any untoward incident that of the champion walker. He has walked 3,000 miles.

Police Intelligence.

(Before A. G. Wise, Esq.)

Friday, March 21.

The case in which Chuan Aze, wife of Chiu U Chai, is charged by Wong, &c., a constable of a shopkeeper, with stealing bank notes to the value of \$100; a diamond ring, a silver anklet and several other articles of jewellery, value \$540, was this morning committed to the custody of the Sergeant of the Metropolitan Police. The complainant and defendant reside in different rooms of a house in Yin Hing Lane. Complainant says she went out for an hour, and on her return found her jewellery box had been rifled of its contents. Later on, she saw defendant with some of the jewellery in his possession. She asked defendant to return the property, but was met with a refusal. The defence suggests that the charge is a trumped up one.

THE PANAMA CANAL.

A correspondent of the *Daily News* discussing as follows the gigantic work of cutting the canal which is to unite the Pacific and Atlantic oceans, and open a new route to Australia and the Far East—

Few people have an accurate idea of what is being done on the isthmus of Panama, where Mr. Ferdinand de Lesseps is proceeding rapidly with his gigantic work. Every body with any notions of geography is aware of the position of Panama. It is generally known as the hyphen that connects Central with South America, that portion of land that separates the Atlantic from the Pacific Ocean. History relates that many years ago there were several efforts made to cut these two oceans by means of a waterway, but the engineering difficulties at these periods were considered too great to put into execution any projects of this kind. Many other plans were discussed, with the view of piercing a canal to connect the two oceans. First and foremost was the route via Tehuantepec, then through the lakes of Nicaragua, then across the Isthmus of Darien, and finally over the Isthmus of Panama. The latter was the one which was chosen and spoken of until brought before an international Congress, where scientists of all nations could debate together the feasibility of constructing a canal to unite the two oceans. This Congress was held in Paris in May, 1878, and presided over by M. F. de Lesseps. The issue of this

meeting was that a level canal without locks could be constructed at a cost of 24,000,000, and delivered to traffic in seven years. The necessary steps were taken to carry out these views, and a loan was floated in December, 1880, and a company legally constituted in March, 1881. In January, 1881, the pioneers of this great work left for Panama, after receiving the last recommendations and encouragement from their great chief, delivered at a banquet given on the 4th January of the same year.

The above facts tend to show the history of the Canal before the commencement of its piercing. The question is now, what have the company done since 1881? What progress has been made, and what prospects are there in future? I am able to answer these queries, and afford the public an accurate report on the progress of this gigantic work, having accompanied the pioneers in 1881 to the Isthmus, where I remained for more than two years, watching all their movements to see if their wonderful task of engineering, which would be reckoned as one of the wonders of the world, could be realised. The engineers and staff, on arrival at Panama, lost no time under the management of the energetic and energetic chief, M. Gaston Blanchet, in establishing themselves at Panama, and commencing work immediately. The Isthmus up to their arrival was imperfectly surveyed for the construction of a canal, and for this purpose parties had to be organised to survey the whole line from Colon to Panama. Before a week eight brigades were formed and sent off on the Isthmus, and two flying survey parties were named to meet each other, starting from the opposite ends, taking the railway line as their basis of operations. This preliminary work was carried out with great success, in spite of many obstacles and difficulties. Besides this, three sections were formed on the Pacific side—Panama, Colaba, and Zambor, and two brigades for the hydrographic survey of the Pacific and Atlantic issues were laid at work. 1882 found the engineers well established and housed on different points of the Isthmus. A gap of 40 miles and 300 yards wide had been cut across the Isthmus, several villages were constructed, and various sections were being surveyed to determine the position of the line of the Canal. From 1882 to 1883 the progress of the work has been rapidly increasing. Before leaving the Isthmus I visited the whole line of the Canal, and saw the progress of the work, and the great strides that had been taken towards the construction of this waterway. The dirty hamlet of Colon had been metamorphosed. I recollect a village of squallor, a few miserable huts, stagnant pools in several places, a few negroes, poverty-stricken negroes and half-bred, and this was the aspect of Colon when I landed, a den of fever and misery. To-day from 2,000 souls it has increased to nearly 12,000. The western portion of the canal has been built upon, and 2,000,000 cubic metres of earth have been excavated and levelled, and on it a picture of a village belonging to the company has been built to house their staff and labourers. Workshops, stores, canteens, ambulances, villas, are all to be seen; streets are laid out, and cleanliness and comfort seem to reign everywhere. Alongside this new and charming village a mole is being terminated to protect the entrance of the Canal, and to allow vessels to lay alongside sheltered from the northers that prevail in November and December. The spirit of the work is nearly finished, and it was expected that the whole of this work would be terminated in January, 1884. The company have a large quarry at Kung's bluff, besides a delicious spring. All the stone is extracted and water brought from the place. Going to the southward from the mole there is a harbour of safety, a haven, where the fleet of the company is anchored. In this port of refuge, dredged and created by the company, I counted 4 dredges, 2 tug boats, 3 steam pinnaces, 12 hopper barges, 20 lighters, and 10 boats. On the opposite side, near the large magazine, the Canal, was an enormous dredger, the property of the contractors Messrs Slaven & Co., who were to commence work at the end of July. This was a monster engine, 200 horse power and with a spout at least 300 yards long, and capable of excavating 5,000 cubic metres of earth per day. Two of these dredgers are to excavate the mouth and seven miles of the Canal as far as Gatun at a cost of £600,000, the work to be handed over complete in two years.

Leaving the company's haven, I entered the town, where I perceived that several hotels, restaurants, and new buildings had been constructed. Everywhere on the railway line I saw waggons and engines marked C. P. (mark of the company). I examined a very spacious wharf, the property of the company, where two ships were discharging machinery and timber for the canal. Further on were several slips and sheds for erecting and launching machinery, and several large workshops for repairing and erecting. The company employed over 3,000 workmen at Colon. A few steps more to the North I came across several villas, then a large magazine, and a large row of substantial buildings. The latter were the company's offices and residence for their staff. They were situated on the seashore, and had the appearance of possessing every comfort. The town looked very lively, all about the wharves there were 150 men and sailing vessels in harbour, and 60,000 tons of merchandise had been landed in 18 months for the company. I left Colon with the assurance that the company meant work, and were carrying it out with energy and perseverance; that in spite of many difficulties their organization was solid, and that a great deal of intellect and brain work had been used to have made such material progress in so short a space of time. After leaving Colon I proceeded to Gatun, where I found a handsome village, composed of several chalets, ambulances, canteens, work-shops—in one word, a very compact and lively village. It appears that all the buildings here have been handed over to Messrs. Slaven, Hueme, and Co., who have undertaken to construct this portion of the canal in two years. On leaving Gatun I passed Tiger and Lion Hill, where I saw great preparations being made for the establishment of two sections under two separate chiefs. I remained at Bohio to visit the works as they looked very important. The chief engineer, M. Yauvrou, was very courteous and took me over all the section. There were about forty houses and huts, several lines of rails were laid to serve as a road for discharging the waggons filled with earth from the bed of the canal. On both sides of the line of the canal huge were erected for housing labourers, who were to the number of 700 at this station. The preliminary arrangements had all been completed, and M. Yauvrou said that he would employ 1,000 men besides steam excavators in the forthcoming 29 sections, being positive that his section would be completed in three years, as he saw no obstacle whatever to prevent him; the soil here was soft and shelly. From Bohio I went on to Taveruela, where the same arrangements were visible. All seemed to be completed in the way of houses, stores, restaurants, lines for discharging. Excavators were being erected, locomotives were under the shade waiting to be set to work, more than one hundred waggons were ready to be put in motion at the dry season. From Taveruela

I proceeded to Gorgona, where I found a large and important section, in full swing. One thousand labourers were divided over the section, some excavating with picks and shovels, others blowing up rocks of true with dynamite. Another gang was tending to the excavators which were vomiting earth into waggons. No sooner were the waggons filled than they were conducted away by locomotives to the valley to be discharged. Between Gorgona and Taveruela there were two sub-sections—Mantel and Matchin—busily engaged in pile-driving and constructing temporary bridges over the Chagres, as the canal cuts the rivers several times in its winding. The number of workmen employed on both sides of the river was estimated at 500, and Panarilla waggons were principally used in discharging earth. I was in admiration before the activity of this station. All appeared to be engaged in extracting and preparing to extract as much earth as was possible from the cutting of the canal. I had really arrived at a very important and interesting part of the works, where deeper excavations were to take place and more powerful machinery be employed. The next section was Obispo, where everything was life and work. A large village was constructed on the eminence and sides of a mountain which overlooked the whole of the works. The majority of workmen employed here were constructing lines in the direction of Gamboa, where the great dam is to be constructed of the Chagres River. All the stone and earth excavated at this station will be conveyed by rail to the "barrage," as they term it. The dam is constructed in the sides of two mountains, the Correo Cruces and Gamboa, and bars the valley of the Chagres. This reservoir is 1,800 feet in length, and ninety feet high, and is capable of containing 600,000,000 cubic metres of water. As soon as it fills there are large pipes which empty the contents in different canals. This reservoir is to regulate the sudden rise of the Chagres, and prevent the excessive fall of rain. All the preliminary surveys and arrangements had been made at Gamboa, and the several railways were being constructed to convey the material to the dam. At Obispo every appliance was ready. Besides the engineers, their staff, and their workmen were comfortably lodged. Ambulances, canteens, sheds for machinery, platforms for landing goods, steam trolleys, and other engines were to be seen. Three steam excavators were ploughing away, and their contents emptied into waggons, which were wheeled away as fast as they were filled. From Obispo to Colon the soil is soft, argillaceous, and fossil matter, and the dredgers and steam excavators will make short work of this portion of the Canal. The distance from Colon to Obispo is 30 miles, two thirds of which is water.

(To be continued.)

Quotations.

HONGKONG, March 21.

OPPIUM—New Patna, cash... 6525
" Old " cash... 6450
" New Bannar, cash... 6450
" Old " cash... 6450
" New Bannar, cash... 6450
" Old " cash... 6450
" Allowance, Teel... 570
" Old Malwa, credit... 500
" Allowance, Teel... 500

Exchange.

Bank, Wire, ... 3/2
" Demand, ... 3/2
" 90 days sight, ... 3/2
" 4 months sight, ... 3/2
Credits, ... 3/2
Documentary 4 months sight, ... 3/2
India, Wire, ... 220
" Demand, ... 220
" 90 days sight, ... 220
" 4 months sight, ... 220
Gold, Last 99 1/2, ... 327.50
Sovereigns, ... 55.41

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, March 21.

BAROMETER—9 A.M. ... 30.06
Do. 1 P.M. ... 30.01
Do. 4 P.M. ... 30.00
THERMOMETER—9 A.M. ... 65
Do. 1 P.M. ... 65
Do. 4 P.M. ... 65
Do. (Wet bulb) 9 A.M. ... 63
Do. Do. 1 P.M. ... 63
Do. Do. 4 P.M. ... 63
Do. Maximum ... 65
Do. Minimum over night ... 63

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—20TH MARCH.

In two years. On leaving Gathin I passed
 by the Lifer and Lion Hill, where I saw great
 preparations being made for the establish-
 ment of two sections under two separate
 chiefs. I remained at Bohio to visit the
 works as they looked very important. The
 chief engineer, M. Vaubourg, was very
 courteous and took me over all the section.
 There were about forty houses and huts,
 several lines of rails were laid to serve as
 a road for discharging the waggons filled

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THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.
FIFTY YEARS.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has now reached its Twelfth Volume. The Review discusses topics which are of interest to the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel for well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

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Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-stationer of the eleventh century, Su Tung-ping, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to ensure its continuance.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PATENT RIGHTS IN INVENTIONS AND TRADEMARKS IN HONGKONG.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures repaid to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels in the Hongkong shore are marked A., and those in the body of the Harbour or midway between each shore are marked B., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section 5. From P. and O. Co.'s Office to Poldar's Wharf.
6. From Poldar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Section 9. From P. and O. Co.'s Office to Poldar's Wharf.
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Section 13. From P. and O. Co.'s Office to Poldar's Wharf.
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